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25X1C

NPIC L-3147
May 1967

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

NAME

Ha Noi SAM Site B27-2

COUNTRY	GEO COORDINATES	WAC	BE NO	NPIC NO	COMOR NO
North Vietnam	20-59- [REDACTED] N 105-33- [REDACTED] E	0616	[REDACTED]	529	

REFERENCES

(C/No Foreign Dissem Except

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Location: 16.8 nm WSW of Ha Noi Negation Date: Cannot be negated

Configuration: Irregular

First Observed: [REDACTED]

Status: Under construction

Launch Facilities: 5 positions, revetted, unoccupied

Electronic Facilities: Central guidance area is revetted, unoccupied

Site Support Facilities: No buildings; no missile-hold positions

Security Measures: None

Remarks: 5 AAA sites within 1 nm. A revetted radar position, occupied by 1 van truck and 1 van trailer, is located 0.9 nm SW of site (possibly serves adjacent airfield)

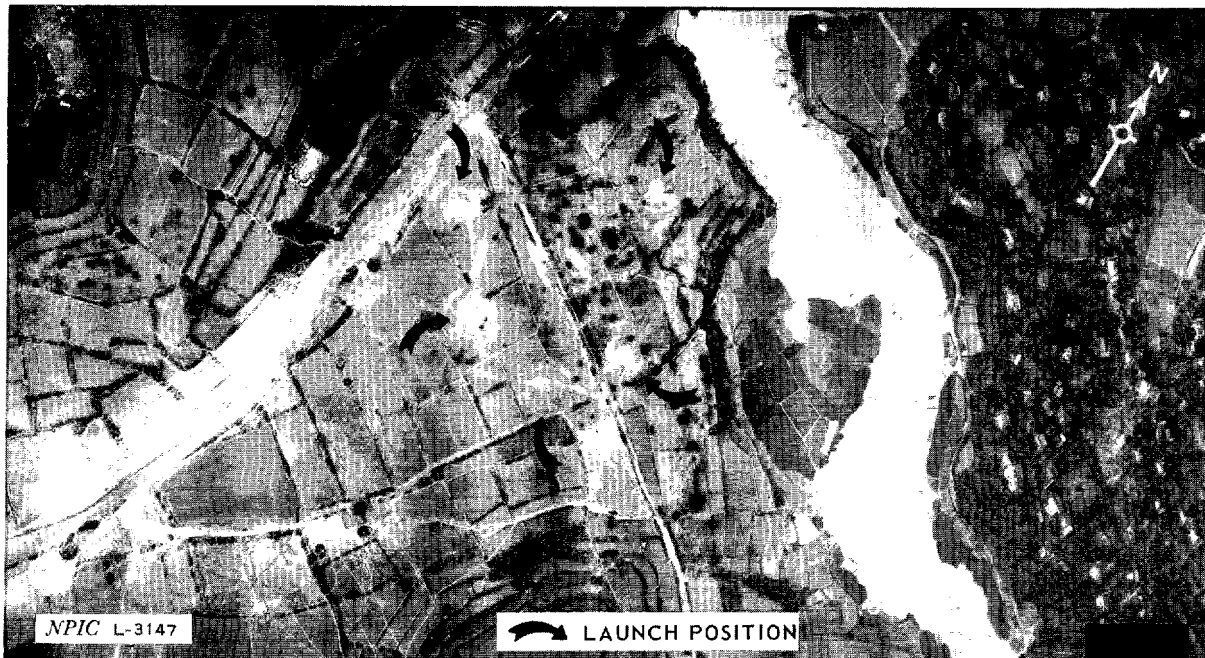
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NAME

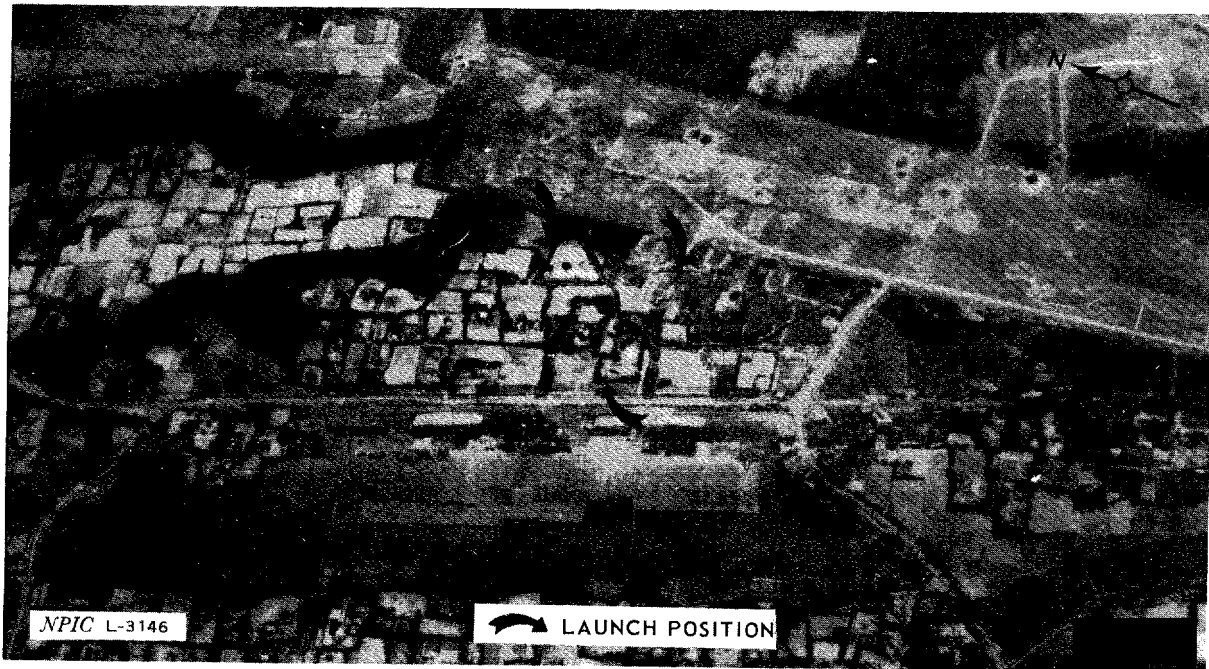
Vinh SAM Site A36-2

COUNTRY	GEO COORDINATES	WAC	BE NO	NPIC NO	COMOR NO
North Vietnam	18-44- [REDACTED] N 105-40- [REDACTED] E	0617	[REDACTED]	128V	
REFERENCES					

[REDACTED]

Location: 4.5 nm north of Vinh
Configuration: Irregular
Status: Complete
Launch Facilities: 3 positions, unrevetted, occupied by missiles on launchers
Electronic Facilities: Central guidance area is unrevetted, occupied, camouflaged
Site Support Facilities: No buildings; no missile-hold positions
Security Measures: None
Remarks: 6 AAA sites within 1 nm (partial coverage)

Negation Date: Cannot be negated
First Observed: [REDACTED]



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PHOTOGRAPHIC INTERPRETATION REPORT



SOUTHEAST ASIA ACTIVITY REPORT

SELECTED TRANSPORTATION AND INFILTRATION COMPENDIUM

4-17 MAY 1967

NPIC R-106/67

MAY 1967

SUMMARY NO 48

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NPIC/R-106/67

May 1967

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PREFACE

This report is a summary of selected information on transportation and infiltration activity in southeast Asia as reported by NPIC during the period indicated on the cover. Those lines of communication and associated facilities which support communist insurgency in Laos and South Vietnam are emphasized.

Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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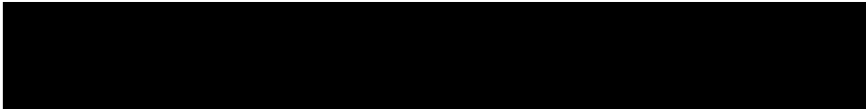
1. Continuing Road Construction, Route 191, North Vietnam

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Construction continues on North Vietnam Route 191 between the Lai Chau area and Dien Bien Phu. First observed on [REDACTED] the construction has consisted of both improvement of the existing trail/road and realignment of major segments (see Summaries 19, 24, 26 and 39). There has been no evidence of construction equipment, but the 34 associated facilities identified to date indicate the probable use of a large labor force.

The southern extension of vehicle tracks has been confirmed to 21-37N 103-03E, with vehicle tracks also observed north from Dien Bien Phu to 21-35N 103-01E. The remaining segment of original alignment is probably supporting construction vehicles, but intermittent clearing at 21-36N 103-02E (Figure 1) indicates major realignment in this area.

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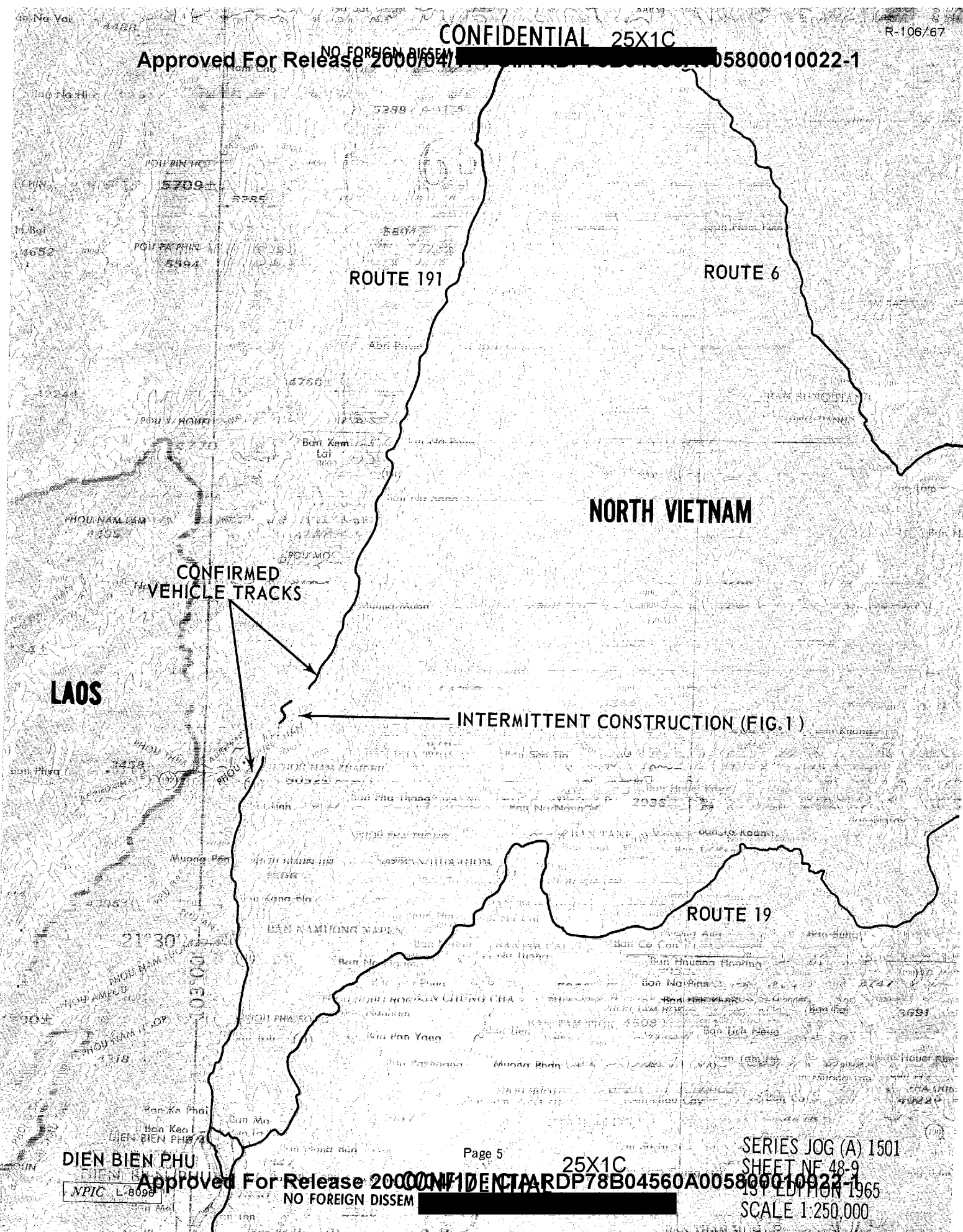
FIGURE 1. ROAD CONSTRUCTION, ROUTE 191, NORTH VIETNAM

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NORTH VIETNAM

LAOS

INTERMITTENT CONSTRUCTION (FIG.1)

ROUTE 19

DIEN BIEN PHU

Page 5

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1ST EDITION 1965

SCALE 1:250,000

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2. Railroad Bridge and Ferry Construction, Canal Des Rapides, Hai Noi Area, North Vietnam

Construction continues on the major railroad and highway bridge east of the recently destroyed Ha Noi Railroad and Highway Bridge over the Canal Des Rapides (BE No [REDACTED] at 21-04N 105-55E (Figure 3). The dual purpose of the bridge is now confirmed by the completion of the approach track with generally parallel highway roadbed construction and the approximate [REDACTED] width of the piers and decking.

First reported in [REDACTED] (Summary 13). The bridge appears complete with the exception of the decking. Three deck spans, probably still under construction, are aligned on each river bank (two spans on the south bank

Construction has recently begun on an additional railroad bridge and a probable railroad ferry approximately 600 and 1,000 yards east-southeast, respectively (Figure 3). This follows the North Vietnamese pattern of multiple river crossings previously observed in those areas subject to repeated air strikes.

There is continuing development of the railroad facilities north of the junction of the Ha Noi/Lao Cai and Ha Noi/Ping-Hsiang rail lines at Yen Vien (see Summary 32). A passing track has been added to the connecting spur between the two rail lines; a 4-track rail yard has been constructed; and the turning wye has been completed (Figure 4). These tracks are probably a dual-gauge extension of the Ha Noi/Lao Cai rail line, where dual-gauge track has been confirmed between 21-07N 105-53E and 21-05N 105-55E (Figure 2), which continues into the 7-track rail yard at 21-06N 105-56E.

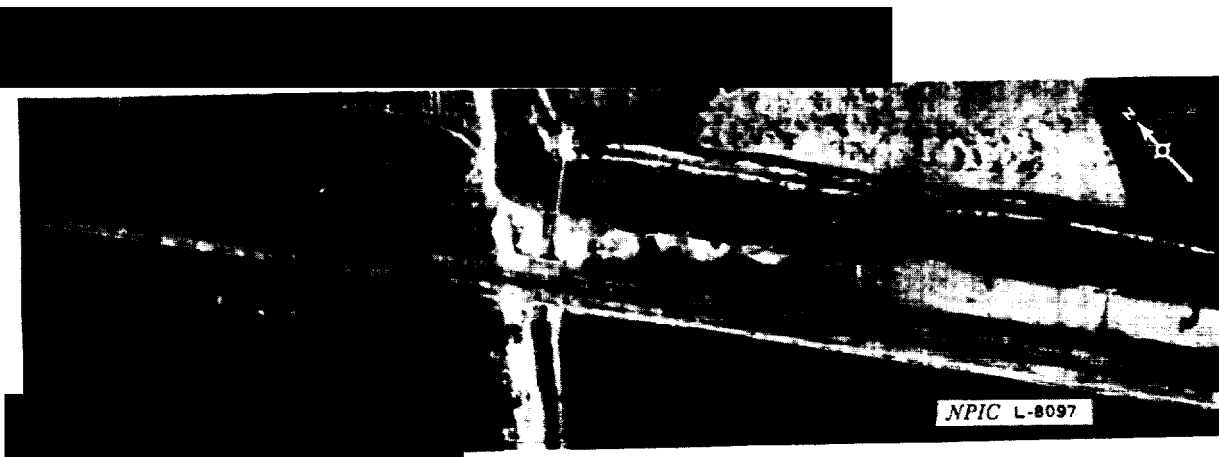
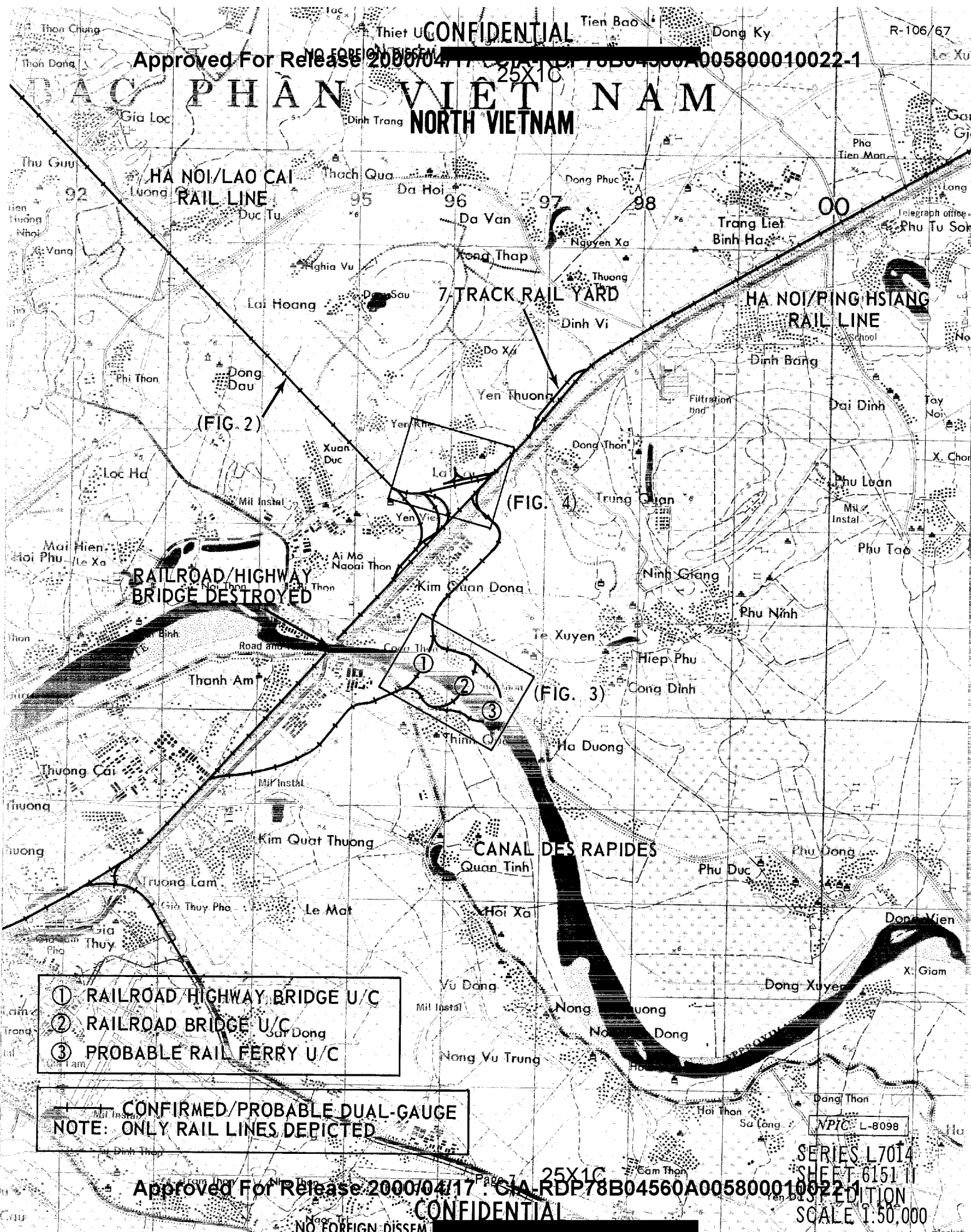


FIGURE 2. DUAL-GAUGE TRACK, HA NOI/LAO CAI RAIL LINE, NORTH VIETNAM

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FIGURE 3. BRIDGE AND FERRY CONSTRUCTION, CANAL DES RAPIDES, HA NOI AREA, NORTH VIETNAM

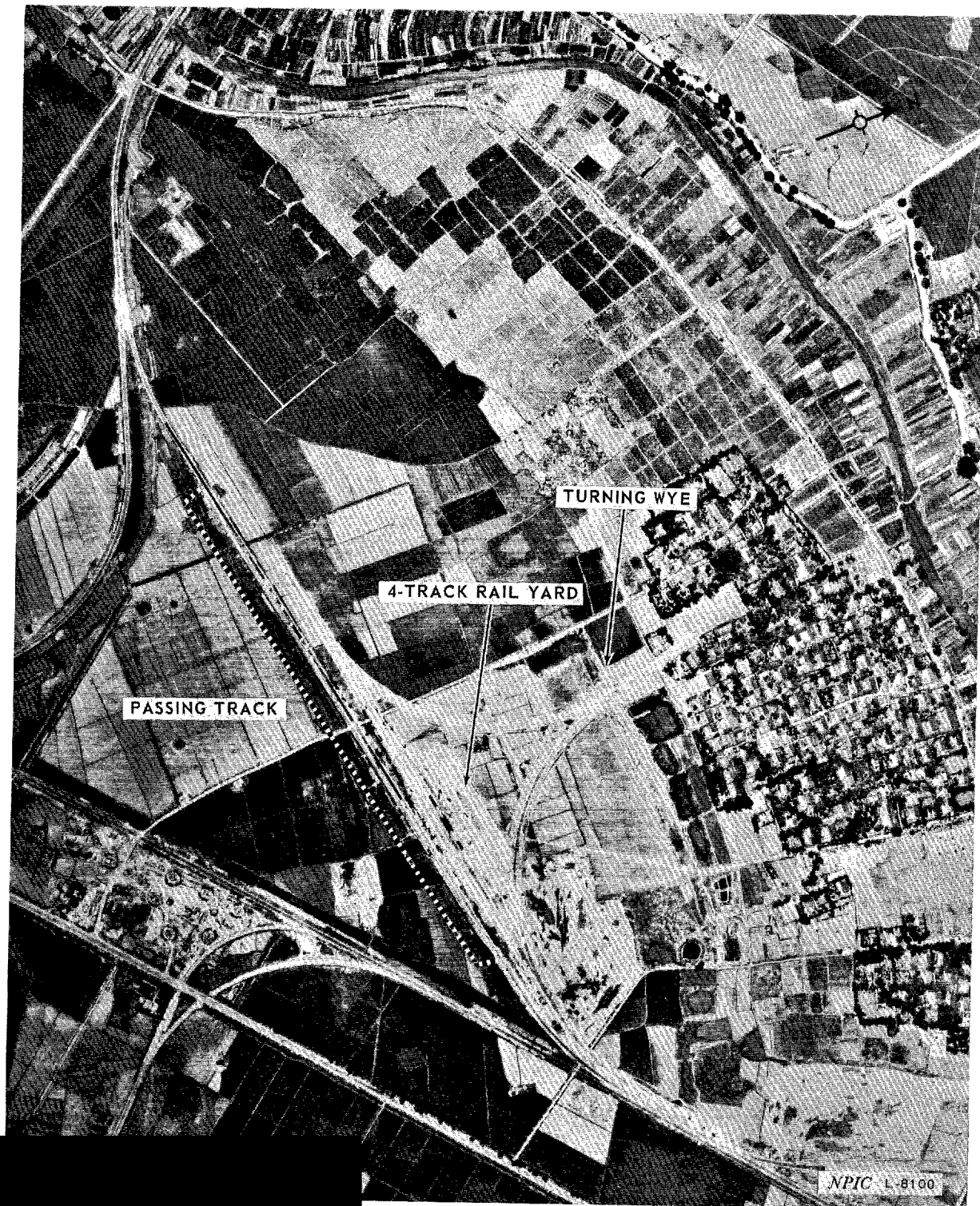


FIGURE 4. NEWLY COMPLETED RAILROAD CONSTRUCTION, YEN VIEN AREA, NORTH VIETNAM

3. Increased Probable Insurgent Activity, Tonle San (River), Cambodia

There has been a significant increase in the volume of river traffic on the Tonle San between Virachey and the previously identified trans-shipment points adjacent to the Cambodia/South Vietnam Border (see map). A total of 36 motorized river craft -- the highest single-day count -- were observed on [REDACTED] between 13-54N 106-45E and 14-00N 107-15E, including three craft moored at UTM [REDACTED] (Figure 5).

Additional newly identified activity in the border area includes a probable insurgent support facility at UTM [REDACTED] concentrations of row crop agriculture at [REDACTED]



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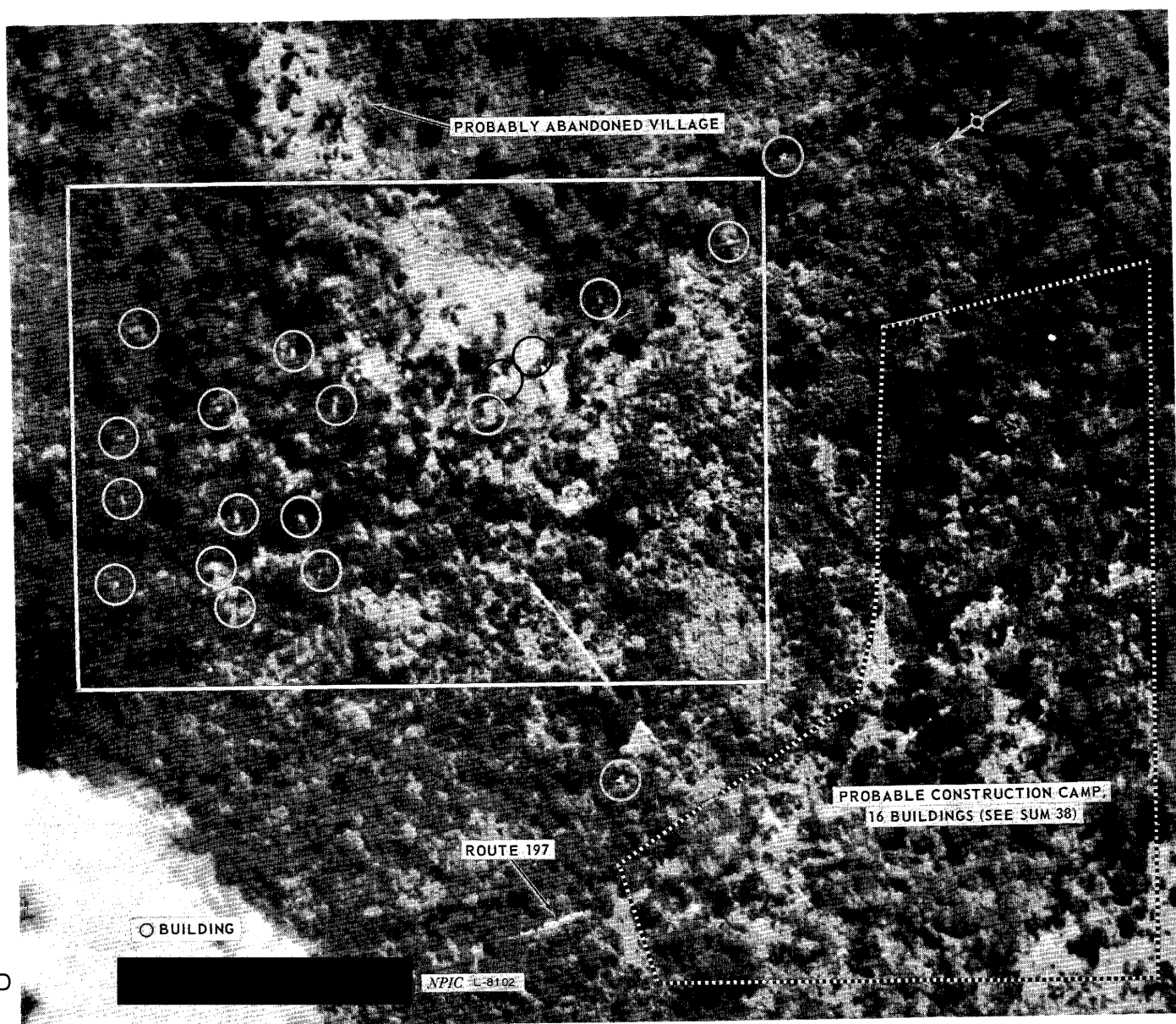


FIGURE 6. PROBABLE INSURGENT SUPPORT FACILITY, ROUTE 197, CAMBODIA

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4. Probable Insurgent Activity, Ph O Moha Base Area, Cambodia

25X1D There is a continuing increase of probable insurgent activity in the Ph O Moha base area, Cambodia, centered immediately north of the Cambodia/South Vietnam border at 12-08N 106-55E. Approximately 13 nm of new roads have been identified since [REDACTED] representing a 75 percent increase in the observed network (Figures 7, 8, 11, 13 and 15). Of particular significance is the southern extension of one road which provides a motorable border crossing. The new segment extends from UTM [REDACTED] a visible terminus on the north bank of the Dak Huyt (stream) a [REDACTED] 25X1D

The UTM coordinates and composition of the newly identified probable insurgent facilities are as follow:

- 25X1D 1. Encampment, [REDACTED] 11 buildings (Figure 9)
- 25X1D 2. Encampment, [REDACTED] 4 buildings (Figure 12)
- 25X1D 3. Staging area [REDACTED]; 3 buildings and extensive ground scarring (Figure 13)
- 25X1D 4. Encampment, [REDACTED] 20 buildings (Figure 14)
- 25X1D 5. Staging area, bounded by [REDACTED] extensive ground scarring 25X1D

25X1D [REDACTED]

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FIGURE 7. UNNUMBERED ROAD, PH O MOHA AREA, CAMBODIA.

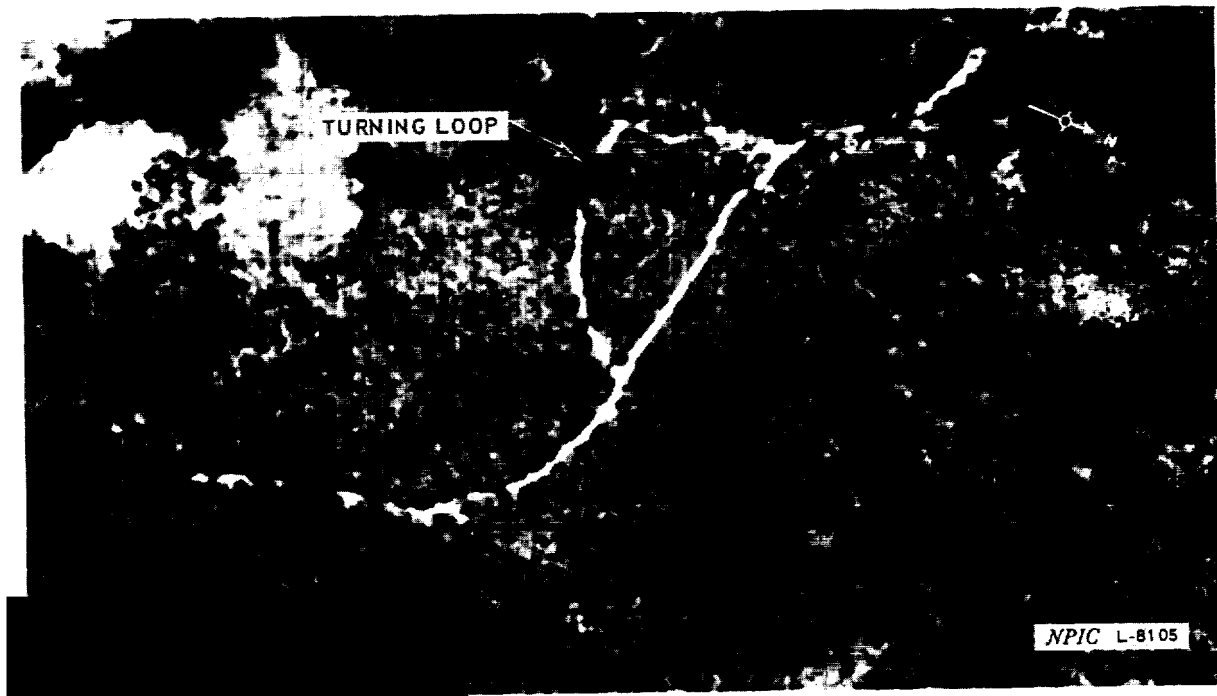


FIGURE 8. UNNUMBERED ROAD, PH O MOHA AREA, CAMBODIA

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FIGURE 9. PROBABLE INSURGENT ENCAMPMENT, PH O MOHA AREA, CAMBODIA

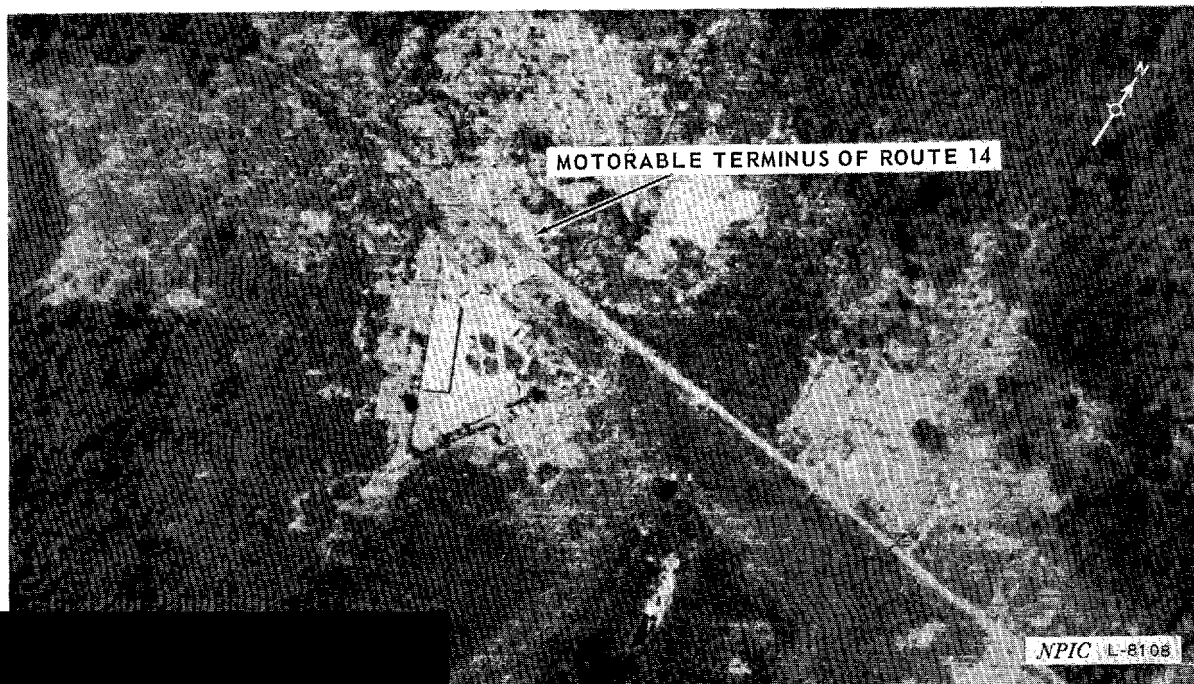


FIGURE 10. STRONGPOINT/BORDER POST, ROUTE 14, CAMBODIA.

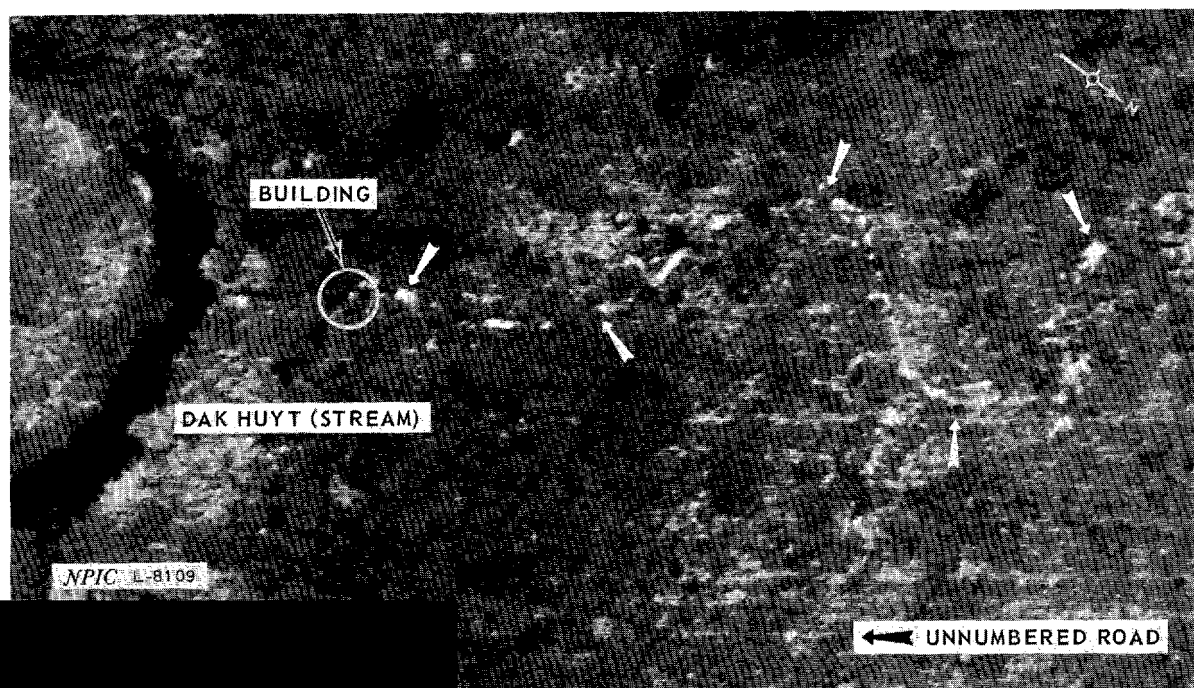


FIGURE 11. UNNUMBERED ROAD, SOUTH VIETNAM/ CAMBODIA BORDER AREA



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FIGURE 12. PROBABLE INSURGENT ACTIVITY, PH O MOHA AREA, CAMBODIA



25X1D

FIGURE 13. UNNUMBERED ROAD, PH O MOHA AREA, CAMBODIA

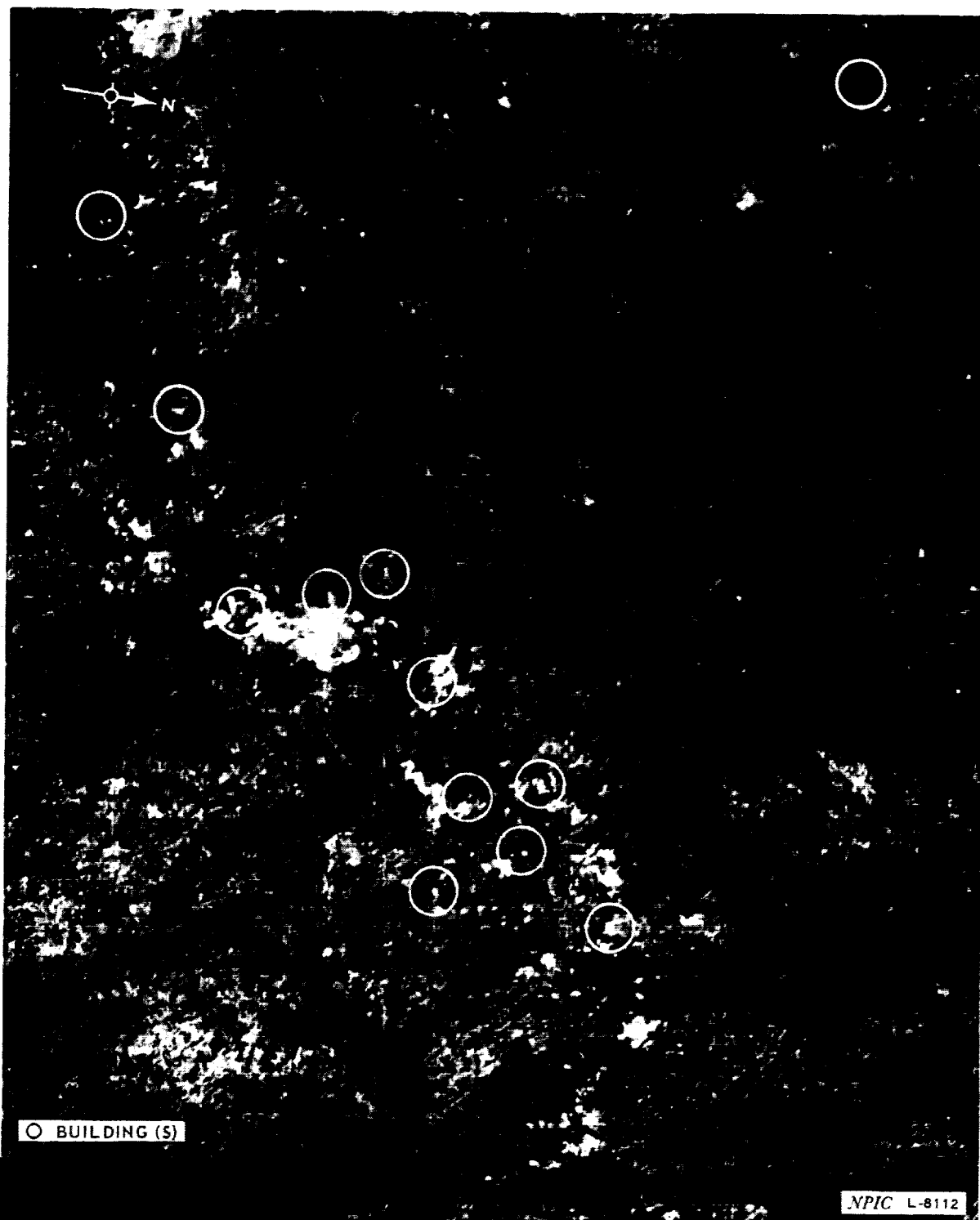


FIGURE 14. PROBABLE INSURGENT ENCAMPMENT, SOUTH VIETNAM-CAMBODIA BORDER AREA



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FIGURE 15. UNNUMBERED ROAD, SOUTH VIETNAM/CAMBODIA BORDER AREA.

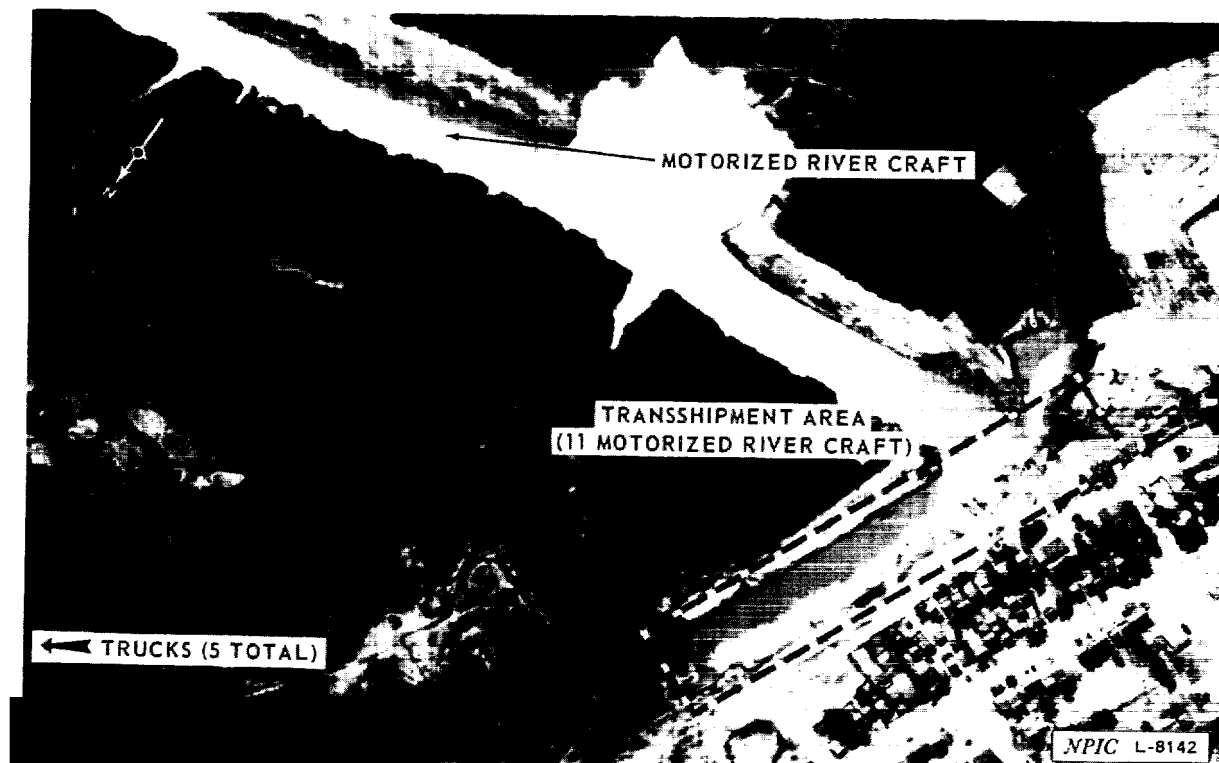
5. Suspect Waterborne Supply Route, Stoeng Takev (River), Cambodia

There is increasing evidence that the Stoeng Takev (river) is being utilized as a waterborne supply route between 10-58N 104-52E and 10-50N 105-01E, possibly as the final link in a communist logistics net extending from Takev into South Vietnam (see map).

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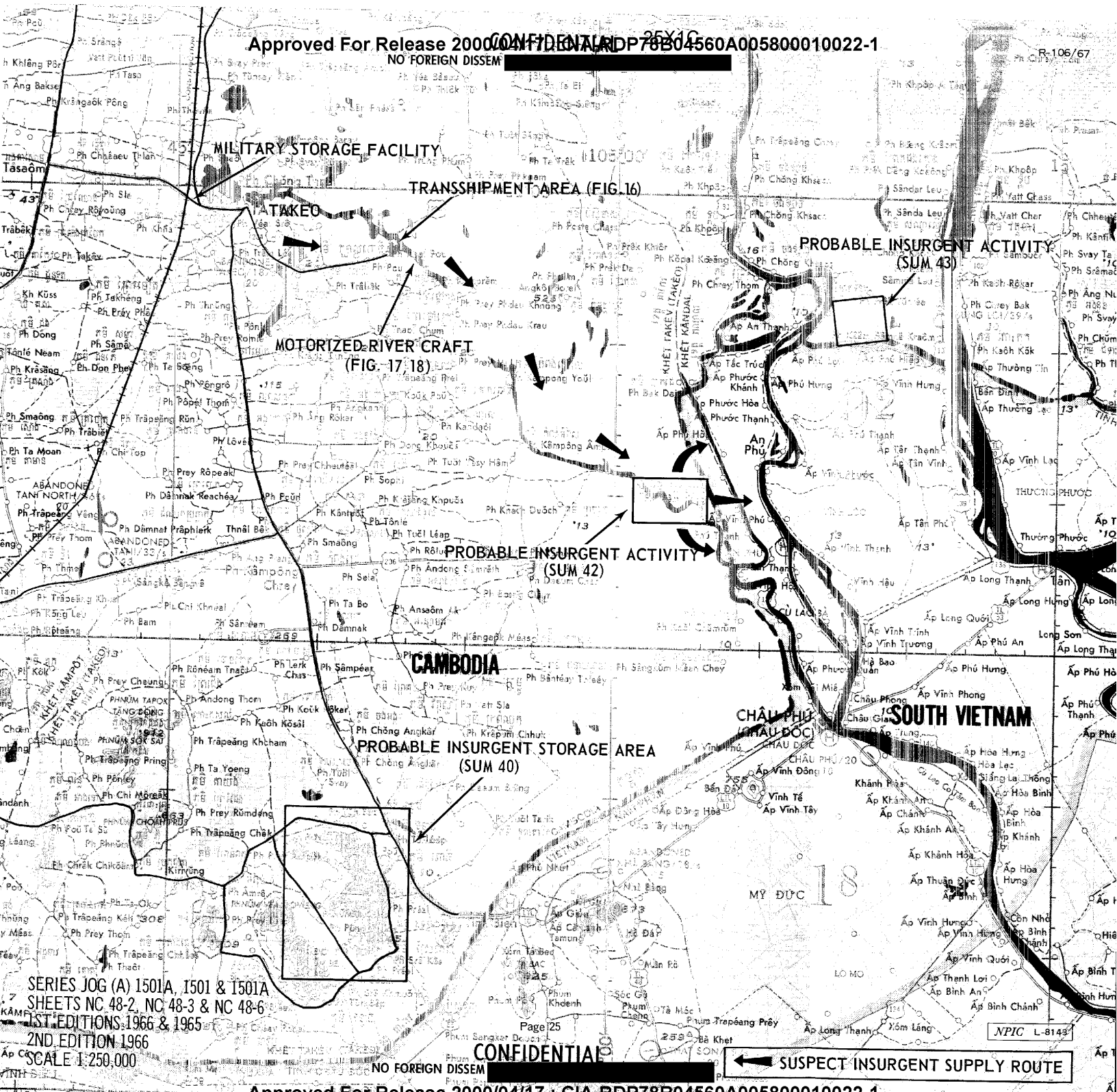
A probable transshipment area is located at the head of a navigable canal at Ph Kbal Pou (Figure 16). On [REDACTED], 11 river craft were moored in this area and five cargo trucks were located on the adjacent canal bank. Nine motorized river craft, including one with a barge in tow (Figures 17 and 18), were observed heading south towards a previously identified area of concentrated insurgent activity at 10-50N 105-01E (Summary 42).

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FIGURE 16. TRANSSHIPMENT AREA, PH KBAL POU, CAMBODIA



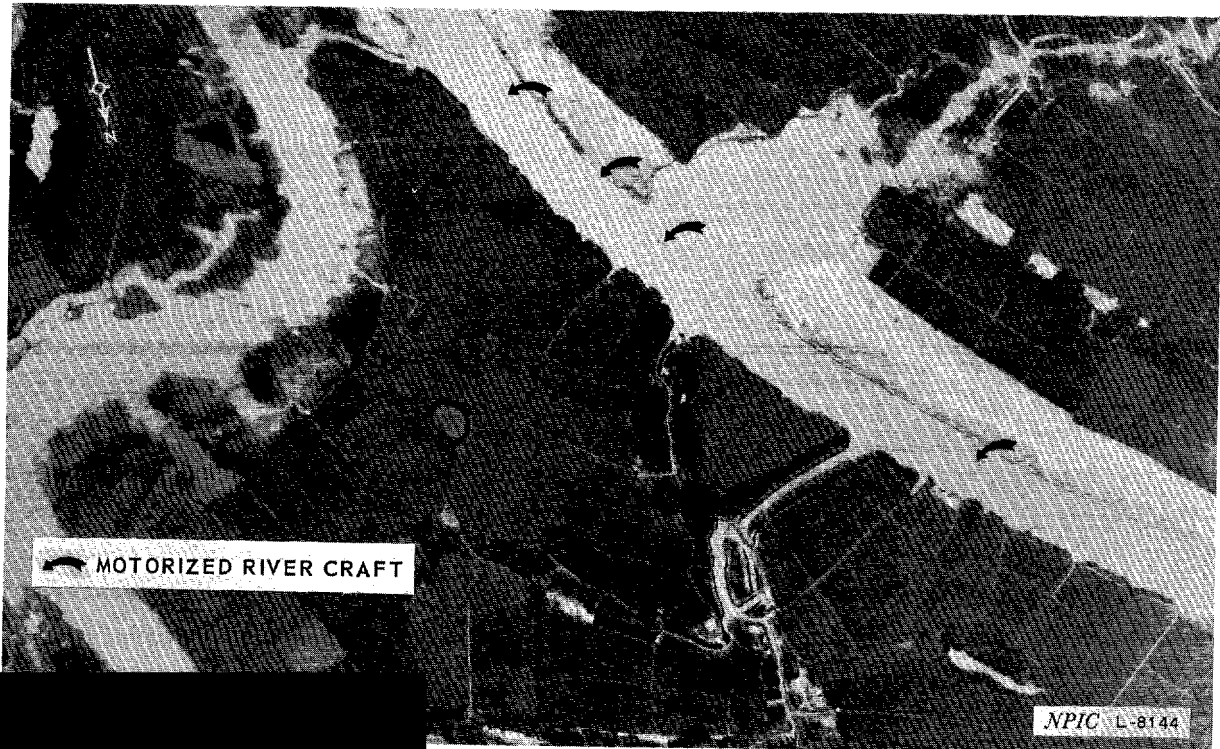
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SHEETS NC 48-2, NC 48-3 & NC 48-6
1ST EDITIONS 1966 & 1965
2ND EDITION 1966
SCALE 1:250,000

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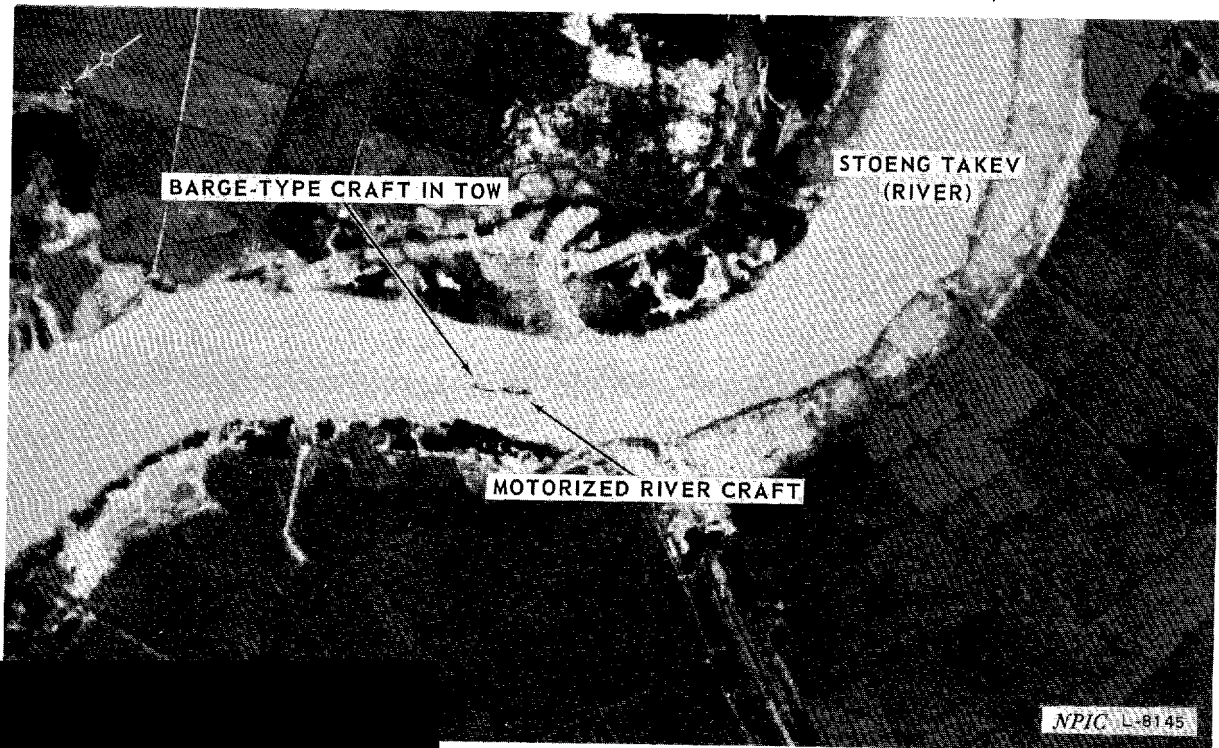
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FIGURE 17. MOTORIZED RIVER CRAFT (10-58N 104-52E), PH KBAL POU AREA, CAMBODIA.



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FIGURE 18. MOTORIZED RIVER CRAFT (10-57N 104-53E), STOENG TAKEV (RIVER), CAMBODIA

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